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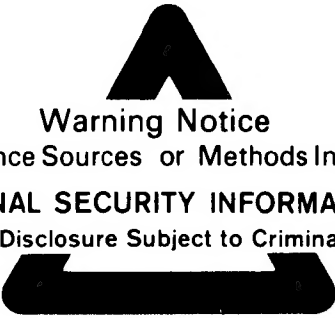
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ROUTING			
TO:	NAME AND ADDRESS	DATE	INITIALS
1			
2			
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4			
	ACTION	DIRECT REPLY	PREPARE REPLY
	APPROVAL	DISPATCH	RECOMMENDATION
	COMMENT	FILE	RETURN
	CONCURRENCE	INFORMATION	SIGNATURE
REMARKS:			
FROM: NAME, ADDRESS, AND PHONE NO.			
DATE			

CONTROL NO. Z-18808/84COPY NPIC/IEG (12/84)  
OFb1  
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**Warning Notice**  
 Intelligence Sources or Methods Involved  
**NATIONAL SECURITY INFORMATION**  
 Unauthorized Disclosure Subject to Criminal Sanctions

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Attachment to Z-18808/84

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NPIC/IEG/SMSD  
10 DECEMBER 1984**ADV-2 FIELD-TESTING/TRAINING  
KAPUSTIN YAR CRUISE TEST COMPLEX D SITE 1, USSR (SWN)**

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1. **SIGNIFICANCE:** FIELD-TESTING/TRAINING INVOLVING THE ADV-2 SUGGESTS THAT THIS CRUISE VEHICLE IS A RECONNAISSANCE DRONE. (SWN)
2. **REMARKS:** AN ADV-2 FIELD-TESTING/TRAINING EXERCISE WAS IN PROGRESS APPROXIMATELY 3.5 NM SOUTH-SOUTHWEST OF KAPUSTIN YAR CRUISE TEST COMPLEX D SITE 1 ON [REDACTED] THE ADV-2 IS A 13-METER-LONG AERODYNAMIC CRUISE VEHICLE WHICH HAS BEEN UNDERGOING FLIGHT TESTING AT COMPLEX D SINCE 1975. THE EXERCISE, WHICH RESEMBLED PREVIOUS FIELD-TESTING/TRAINING INVOLVING THE DR-3 BATTLEFIELD RECONNAISSANCE DRONE, WAS AT 48-25-35N 046-15-03E. NO EQUIPMENT WAS IN THIS AREA ON [REDACTED] THIS WAS THE FIRST TIME THAT THE ADV-2 HAS BEEN ASSOCIATED WITH FIELD-TESTING/TRAINING ACTIVITY. (SWN)

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THE FIELD-TEST/TRAINING SITE CONSISTED OF A PROBABLE COMMAND CENTER, A COMMUNICATIONS AREA, A CHECKOUT TENT, A GROUND-BASED NAVIGATIONAL AID, A BIVOUAC AREA, SEVERAL GENERAL SUPPORT AREAS, AND OPEN VEHICLE PARKING. SIGNIFICANT EQUIPMENT AT THE SITE INCLUDED AN ADV-2 CRUISE VEHICLE ON A DOLLY, A SECOND POSSIBLE ADV-2 PROTRUDING FROM THE MAIN CHECKOUT TENT, TWO ADV-2 NEW-TYPE LAUNCHERS IN TRAVEL MODE, TWO ADV-2 TRANSPORTERS, A PROBABLE RSBN-4N SHORT-RANGE NAVIGATIONAL AID, AND NUMEROUS SUPPORT VEHICLES/VANS. A LINE OF NET-COVERED VEHICLES ADJACENT TO THE MAIN CHECKOUT TENT MAY HAVE CONSTITUTED THE MAJOR ELEMENTS OF A MOBILE PHOTO PROCESSING UNIT, ALTHOUGH THIS COULD NOT BE CONFIRMED. (SWN)

SOME OF THE EQUIPMENT USED IN THE FIELD-TESTING/TRAINING EXERCISE WAS APPARENTLY DEPLOYED FROM COMPLEX D. ON [REDACTED] TWO ADV-2 NEW-TYPE LAUNCHERS AND AN ADV-2 TRANSPORTER WERE AT COMPLEX D. ON [REDACTED], ONLY ONE OF THE LAUNCHERS WAS PRESENT AND NO TRANSPORTERS WERE OBSERVED. ON [REDACTED] TWO ADV-2 NEW-TYPE LAUNCHERS AND AN ADV-2 TRANSPORTER WERE AGAIN AT COMPLEX D, SUGGESTING THAT THE FIELD-TESTING/TRAINING EXERCISE HAD CONCLUDED. (SWN)

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ANALYST'S COMMENTS -- ALTHOUGH EXTENSIVELY TESTED, THE ROLE OF THE ADV-2 HAS NEVER BEEN DETERMINED. THE ADV-2 WAS PROBABLY DESIGNED BY THE TUPOLEV EXPERIMENTAL DESIGN BUREAU. EQUIPMENT ASSOCIATED WITH THIS SYSTEM HAS BEEN OBSERVED WITHIN THE TUPOLEV AREA OF RAMENSKOYE FLIGHT TEST CENTER [REDACTED] SINCE 1974. THIS BUREAU WAS ALSO RESPONSIBLE FOR THE DR-2 AND DR-3 RECONNAISSANCE DRONES. IT IS LIKELY THAT THE DESIGN OF THE ADV-2 WAS GREATLY INFLUENCED BY THE SUCCESS OF THE SMALLER (7-METER-LONG) DR-3, WHICH IS NEARLY IDENTICAL IN CONFIGURATION. THE FIRST LARGE-SCALE DR-3 FIELD-TESTING/TRAINING EXERCISE WAS CONDUCTED AT COMPLEX D DURING AUGUST AND SEPTEMBER 1977 AND WAS FOLLOWED BY THE INITIAL DEPLOYMENT OF THIS SYSTEM IN 1978. THE PROBABLE ASSOCIATION OF THE ADV-2 WITH THE TUPOLEV DESIGN BUREAU, THE RESEMBLANCE OF THE ADV-2 TO THE DR-3 RECONNAISSANCE DRONE, THE SIMILAR FIELD DEPLOYMENT PATTERNS USED FOR THE ADV-2 AND DR-3, AND THE TENTATIVE IDENTIFICATION OF A MOBILE PHOTO PROCESSING UNIT STRONGLY SUGGEST THAT THE ADV-2 IS INTENDED FOR A RECONNAISSANCE ROLE. (SWN)

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3. [REDACTED] COORDINATES 48-28-21N 046-19-11E (S)

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4. [REDACTED]

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